

Intimations.

DAKIN BROS. OF CHINA, LIMITED,
DISPENSING CHEMISTS.

AERATED WATER MANUFACTURERS,
WINE, SPIRIT, AND CIGAR IMPORTERS.

SCOTCH WHISKY.
In consequence of the increasing and frequently expressed appreciation of our special blend of OLD SCOTCH WHISKY we have entered into an agreement with the distillers whereby we are guaranteed a practically unlimited supply for an unlimited time.

Many popular brands of Scotch Whisky are said to have fallen off in quality, we can now guarantee that our own blend will be ALWAYS THE SAME. Judges of good Whisky are recommended to try a sample bottle.

Per dozen \$10.00, Bottle \$1.
(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 28th July, 1890.

WINES AND SPIRITS.



BY APPOINTMENT.

A. S. WATSON & CO., LD.
(ESTABLISHED A.D. 1841.)
HONGKONG.

WE invite attention to the following old lauded Brands, all of which are of excellent quality and good value for the money. The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired. Orders through Local Post or by Telegram receive prompt attention.

PORTS: (For Invalids and general use.)

Per Case. Per Doz.

A Alto Douro, good quality, 10 1.00

B Green Capsule, superior quality, 12 1.10

C Red Capsule, 12 1.10

D Fine Old Vintage, superior quality, 12 1.25

E Very Fine Old Vintage, extra superior, 12 1.50

(Old Bottled) 18 1.50

SHERRIES.

A Delicate Pale Dry, dinner wine, 6 0.60

B Superior Pale Dry, dinner wine, 6 0.75

C Manzanilla, Pale Natural Sherry, 10 1.00

CC Superior Old Dry, Pale Natural Sherry, 10 1.00

D Very Superior Old Pale Dry, choice old wine, 10 1.00

E Extra Superior Old Pale Dry, very finest quality, 10 1.00

Black Seal Capsule (Old Bottled) 14 1.50

CLARETS.

A Superior Breakfast Claret, 4 4.50

B Red Capsule, 4 5.00

C St. Estephe, Red Capsule, 4 7.50

D St. Julien, 4 12.00

E La Rose, 4 12.00

BRANDY.

A Hennessy's Old Pale, Red Capsule, 12 1.10

B Superior Very Old Cognac, 12 1.25

C Very Old Liqueur Cognac, 12 1.50

D Hennessy's Finest Very Old Liqueur Cognac, 12 2.00

E Liqueur Cognac, 1874 Vintage, Red Capsule, 24 2.00

SCOTCH WHISKY.

A Thorne's Blend, White Capsule, 8 0.75

B Watson's Glenorchy Mellow Blend, Blue Capsule, with Name and Trade Mark, 8 0.75

C Watson's Aboulo-Glenlivet, Red Capsule, with Name and Trade Mark, 8 0.75

D Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule, 10 1.00

E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule, 12 1.10

IRISH WHISKY.

A John Jameson's Old, Green Capsule, 8 0.75

B John Jameson's Fine Old, Green Capsule, 10 1.00

C John Jameson's Very Fine Old, Green Capsule, 12 1.10

GLENLIVET BOURBON WHISKY, 12 1.00

GIN.

A Fine Old Tom, White Capsule, 4.50 0.40

B Fine Unsweetened, White Capsule, 4.50 0.40

C Fine A. V. H. Geneva, 5.25 0.50

RUM.

Finest Old Jamaica, Violet Capsule, 12 1.00

Good Leeward Island, \$1.50 per Gallon.

LIQUEURS.

Benedictine, Maraschino, 12 1.00

Cherry, 12 1.00

Chartreuse, 12 1.00

Dr. Slegert's Angostura Bitters, &c.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 6, 1890.

THE half-yearly meetings of shareholders in the Hongkong, Canton and Macao Steamboat Company, Limited, have rarely failed to provide some kind of entertainment for the outside public, and the periodical gathering of the clans on Friday last proved no exception to the general rule. A wild descent from high tragedy to humorous farce has long been recognised as quite an easy accomplishment for the ante-diluvian Directors of this popular local enterprise—especially as the shareholders who think it worth while to attend these meetings are mainly the abject followers of a certain all-powerful member of the Board and are ready and willing at all times to obey his every

béhest—and usually excites grim laughter amongst business men; but the proceedings at the latest exhibition were in some respects of so singular a character as to specially invite public comment and criticism.

It has been painfully apparent for some time past that the Hon. PHILIPPS RYAN has lost that firm grip of business management for which he was so justly noted a few short years ago. On Friday last, in his capacity of Chairman of the Steamboat Company, his remarks to the shareholders, although in some respects sensible and to the point, evidenced the most superficial knowledge of the important matters he was endeavoring to explain, and suggested that the information on which his statements were based had been supplied with but little regard for substantial accuracy. The falling off in the Company's earnings, in face of an opposition that for months past has daily been increasing in strength and popularity, was only what might reasonably have been expected; but it is pertinent to remark here that the Directors' report gives no definite information whatever as to the extent or character of the decrease in the returns.

We search the summary of accounts in vain for any entry of the gross earnings of the Company's steamers during the half-year, although these are the only figures that could enlighten the shareholders as to how much the actual earnings had fallen off and the running expenses increased, the only figures on which anything like a reliable estimate of the work done, the efficiency of the management, and the prospects of the Company could be fairly calculated. It would seem to the Directors and the Auditors that it is quite enough for the shareholders if the Profit and Loss account merely shows the net earnings and the interest on investments, leaving all details as to the actual working of the Company as much out of sight as if no accounts were published at all. No doubt, as Mr. RYAN stated, trade even on the Canton river has been comparatively dull, although we have not heard that the passenger traffic has materially fallen off; but if there has been a substantial decrease in business, it would be interesting to learn why there should also be an increase in the running expenses, and where it comes in! Mr. RYAN attributed it to the high price of coals, increased wages to the officers of the ships, and additional light dues; but when we consider that coals were much cheaper last half-year than during the preceding one, that the increase of officers' wages amounts to a mere trifle, and that the light dues are an unknown quantity, the honourable gentleman's reasons must be regarded as insufficient and unsatisfactory. And it is just as well to point out with regard to the light dues, that the Chairman was very wide of the mark when he stated that the Company's night steamers made no use whatever of any of the Hongkong lights; as a matter of fact Green Island light is constantly made use of by the *Powson*, *Fatshan*, and *Kung-chow*; and we quite fail to see why, if other steamers have to pay light dues, the vessels of the Steamboat Company should be exempted.

It was, of course, anticipated that something would be said about the *Huengshan*, the specially designed new steamer for the Hongkong-Canton route, and in view of the generally recognised fact that the vessel is a hideous failure so far as Macao is concerned and has already broken down owing to defective boilers, excuses were looked for. But nobody could have expected such a deplorable admission of gross incapacity, or utter carelessness on the part of the Board of Directors. "The defective boilers," said the Chairman, "are not the fault of your Directors, because they paid a gentleman, Mr. WALKER, who was strongly recommended by a leading person in this colony in shipping matters, a very handsome sum to supervise the fitting of the engines and boilers; but we have discovered since that he did not supervise them very much; in fact the supervision was of a most perfunctory character, and therefore we find that the vessel has to be put into dock because the boilers are bad." If the Directors are not in fault for the bad boilers, would it not have been just as well to have stated who was the "leading person in this colony in shipping matters" who recommended Mr. WALKER, the gentleman who received the handsome "cushaw" of two hundred and fifty guineas for doing nothing, and doing that very badly? If the Directors are not responsible for Mr. WALKER's scandalous breach of trust, then surely "the leading person" who so strongly recommended that expert must have incurred some amount of responsibility! And who was the business genius who paid this man WALKER two hundred and fifty guineas of the shareholders' money before the work was completed, or any proof tendered that it had been supervised satisfactorily or otherwise? And

who authorised the payment in full to the builders of the *Huengshan* before that steamer had been properly tested? Are the Directors not responsible to the shareholders for such stupid business lapses as these? If they are not, then who is? WALKER, of course! A scapegoat must be found somewhere.

When Mr. RYAN asserted that the *Huengshan* was "to look at and go over, a splendid vessel," and in other respects, according to experts, most suitable for the Hongkong-Macao trade, he was talking of what he evidently knew nothing about. In outward appearance the *Huengshan* resembles a huge, floating tank, and she is about the most roughly finished vessel all over that ever came into Hongkong waters. As to her alleged suitability for the Macao line, Mr. RYAN's "experts" notwithstanding, she is simply a monstrosity that will give no end of trouble, causing daily annoyance and inconvenience to passengers and shippers by her fearful rolling in the slightest swell and her inability to enter Macao harbour at low tides. The designer of the *Huengshan* must have taken Noah's Ark for his model of this latest thing in modern river steamers.

One prominent feature of the proceedings under review was, what we are bound to regard as the gratuitous and altogether unjustified interference of Mr. THOS. ARNOLD, the Company's paid Secretary. Any information required by the meeting it was the duty of the Directors to afford, as they and they alone are responsible. It will be remembered to the shareholders, that in the case *Wibbe, Fraser-Smith v. The Steamboat Co.*, the defence raised by the Company was that the Secretary was "a mere scribe" who had no authority whatever, and the then Chairman, Mr. E. R. BELLIOS, actually went into the witness-box and swore to the same effect. And yet Mr. BELLIOS and his co-directors sat quietly last Friday and allowed the "mere scribe" to assume the authority and carry out the functions of the Chairman of the Board. It is certainly surprising that no shareholder thought fit to put Mr. ARNOLD in his proper place and insist on all explanations and other information being given by the Directors. And surely the extreme pitch of irregularity was reached when the Secretary, in reply to a question put to the Chairman as to the repairs to the *Huengshan*, actually called upon Mr. GILLIES, Secretary of the Dock Company, who was present in his capacity of shareholder, to give information which it was the duty of the Directors to have obtained beforehand. However, it is a pity that Mr. ARNOLD, when he constituted himself the mouth-piece of the Chairman, did not stick a trifle closer to the truth and be somewhat less Jesuitical in his replies to questions asked. A shareholder, Mr. Ho Tung, wanted to know the cost of the new steamer, laid down in Hongkong harbour. The reply he got was that at a meeting held in 1889 it was stated the vessel would cost \$33,950, and that there would be certain expenses connected with the voyage to Hongkong, about \$1,000. And then the Secretary added that the original cost was \$34,000, and there were the expenses of the voyage and the dock bill when she arrived—and such cost would not exceed what was originally stated. After this statement, Mr. ARNOLD admitted that \$240,497 had been paid on account of the *Huengshan*, and that amount appears in the summary of accounts; he further stated that the money had been remitted at "what we thought at the time was a good rate, 3/2d." Now, when the Secretary was so communicative as to what "we" thought and what "we" did, why did he not give some explanation regarding the difference between the original cost of the *Huengshan*, including expenses of voyage out and her dock bill, say \$35,000, which sum he said would not be exceeded, and the \$240,497 already paid on account of the purchase? In round numbers \$35,000 at 3/2d. are equal to \$221,053, and this amount deducted from \$240,497, leaves a balance of \$19,444, about which not a single word of explanation was vouchsafed. It would be interesting to know who was Mr. ARNOLD's authority for the ridiculous assertion that a deep draught is a necessity for steering a vessel! We were always under the impression that it was the rudder and not the draught of water that controlled the steering, and that where any difficulty in that respect existed it was met by increasing the size of the rudder and not by putting the ship down an extra foot in the water. And who told Mr. ARNOLD that only once a fortnight would there be any difficulty in the *Huengshan* getting into Macao? And who told him that the *Kiukiang's* draught of water was about nine feet? For four or five nights running, the week prior to her going to dock, the *Huengshan* could not enter Macao harbour until from 6.30 to 8.30 p.m., and it will be the same throughout the summer months at low

tides. Last Saturday the *Kiukiang*, with a fair amount of cargo and about as many passengers as she is ever likely to carry on this line, was unable to reach the wharf until seven o'clock, and her draught was exactly eight feet. The flat-bottomed *Huengshan*, drawing eight and a half feet, has the same effect on the Macao mud that the circular piece of wetted leather known to school-boys as a "sucker" has on a paving stone; the *Kiukiang* can force her way through a foot and a half of mud, where the *Huengshan* would get helplessly and hopelessly stuck. The Secretary was perfectly correct in attributing the excessive draught of the *Huengshan* to her heavy top hamper, and there can be no doubt that such a vessel would turn over in a sea-way unless she had a grip on the water; but he did not tell us for what purpose such a heavy and unsightly structure was considered necessary on a boat running between here and Macao. It appears to us to be utterly useless. All the same, we consider the *Huengshan*, ghastly failure as she has proved for the purpose for which she was specially designed (?) and constructed, well adapted in most respects either for the Pearl river or the Yangtze, and no doubt the Directors will soon find it advisable to place her on the Canton day service, sending the *Honam* to Macao.

Several other matters transpired at the meeting which fairly invite comment, and we shall take an early opportunity of dealing critically with them.

LOCAL AND GENERAL.

MESSRS. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamship *Straits of Belle Isle* arrived at Vancouver on the 31st inst. from Yokohama.

The foreign engineers recently commissioned by Chang Chih-tung, Viceroy of the Hu-kwang provinces, to examine the iron mines in the Tai-yao district, have sent his Excellency a most favorable report.

THE *N. C. Daily News* of the 30th ulto. reports that a case of Asiatic cholera occurred on board the *W. Ceres de Paris* on her way up to Hankow. The vessel left Shanghai on Saturday, the 26th July, and before she reached Kiukiang the second engineer, Mr. G. Holmes, was attacked by the disease and died on the Monday night.

A TATTERED coolie who was "nailed" entering a godown in Zetland Street on the 2nd inst. without the permission of the watchman, being unable to explain his unwelcome presence, was "run in" and brought before Mr. Wodehouse at the Police Court this morning. His Worship jailed him for six calendar months with hard labour.

THE *Hyogo News* of July 28th has the following:—There have been several rumours during the past week of a shark from 15 to 20 feet in length having been seen in harbour, and its presence has been vouched for by several witnesses, one of whom stated he had seen it off Wada Point. On the night of the 24th a fish torpedo 12 feet in length was drawn up in a fisherman's net three miles off the Point. The weapon is said to be of foreign manufacture.

THE Peking correspondent of the Shanghai *Mercury* writes under date the 7th ulto.—The Jehol Silver Mines, which are under the superintendence of Mr. Church, at present in Japan, have been transferred from Tsoai Chiu to Mr. Tong King Sing, who amounts to turning over the mines, while the roads to more distant points are in the hands of the aborigines. Some three hundred soldiers from the provincial capital have passed through Suifu's route to the "seat-of-war," and as many more are to come up from Yunnan. The officials are very strict in regard to these "Man-ut" districts and have prohibited foreigners from entering them, as far as they can do so. In all other respects we move freely and quietly with little to vary the monotony of our isolated life. Mr. Pratt and his colleagues passed through Suifu a few days since on their way to Tachienlu, having made a pleasant run from Chang. A rival boat, in charge of a native, followed soon after, also bound westward.

A SUMMARY of vessels built during the year 1889 gives a total of 1,286,679 tons for British ports, and 4,620 reported from Continental yards. North-eastern ports head the British list with 717,659 tons, the Clyde standing second with 335,201 tons, and Belfast next with 79,855 tons. The exports of engine and machinery were valued at £1,150,000, which was advanced in connection with the China Merchants' S. N. Co., it is said, will take charge of the mine.

REFERRING to the cholera epidemic in Nagasaki, the *Rising Sun* of the 30th ulto. remarks:—With regard to the prevailing sickness in the native town, we are exceedingly glad to be able to report that it is still gradually decreasing, not only in the number of cases, but in the proportionate number of deaths. In the small village on the sea shore, running from Cape Noto to Fukuda Bluff however, there have been an increased number of cases, over eighty of which have been traced to the eating of bad shark flesh brought from Amakusa and retailed in that vicinity. Of that number more than half the cases proved fatal.

SIAM is a funny place. Bangkok boasts of a Lord Mayor—a nobleman of a rich warm tint, about five feet high. And now we read that Capt. Bush, the King's chief marine adviser, is "Sir John." The *Hongkong Times* says that the narrow-knight, who was in command of the *Venturi* at the time of her unfortunate accident, arrived in Bangkok from Singapore a few days ago. He entirely attributes the mishap to the native pilot who was on board at the time. The lead, it is said, was constantly kept going and even up till a few seconds before the vessel struck, a depth of 5 fathoms was called, but a few minutes before that the pilot had altered the course and, as a result, the *Venturi* ran high and dry on the rock which ultimately broke her to pieces.

THE last New York *Maritime Register* contains a lengthy correspondence from which we gather that Commissioner Reed, the Shipping Commissioner at New York, is in hot water. In respect to his action with regard to the American bark *H. G. Johnson*, Captain Colby. The vessel sailed from New York to Sydney in 1887. At Sydney ten men deserted, and he got substitutes to work the ship to Hongkong. On arriving from the latter port at New York he was ordered by Reed to deposit \$250 to cover and claims against the vessel which might be made by the deserters. He did so, and petitioned for Reed's decision. As the Consul at Hongkong had "passed" the matter, there seems a good chance of his being successful too.

THE aborigines in North Formosa are again on the war-path, and a large Chinese force, under the command of General Li, is operating against them.

WE are informed by the agents (Messrs. Russell & Co.) that the "Union" Line steamer *Taiaroa* left Singapore for this port yesterday, and may be expected to arrive on or about the 11th inst.

NEWS has been received in Shanghai from Tientsin that the course of the Yellow River at its mouth has shifted, and that junks which were sent with materials for mending the embankments are now high and dry, two miles from the recent channel of the river.

A JAPANESE native paper, the *Osaka Mainichi Shinbun*, says that when the cholera epidemic broke out in Nagasaki, carbolic acid rose in price to \$75 per 100 pounds. It has now resumed its ordinary price, adds our contemporary, because Mr. Nakahama, who has just returned from abroad, states that common lime, which is very cheap, is as efficient a disinfectant as carbolic acid.

THE Chinese Government would appear to have at last decided to complete the new dock at Foochow for the accommodation of the vessels of the Southern Fleet. This dock was commenced years ago, but the work came to a standstill for lack of funds—a not uncommon occurrence in Chinese official enterprises. However, the Admiralty Board has suddenly recognised the importance of this dock and has instructed the Viceroy of Fokien and his provincial colleagues to raise the necessary funds and proceed with the work without delay. His Excellency, in a memorial to the Throne on the subject, reports that \$1,000,000 will be forthcoming in time, so that the completion of the dock may be at least be regarded as within measurable distance.

THE new English Companies Act, which was passed last month, provides that no person shall act as a director of a public company until he shall have filed with the registrar of joint-stock companies a certificate by two registered medical practitioners that he is of sound mind and competent understanding, a certificate by two members of the Incorporated Law Society that he has a complete practical knowledge of the law relating to public companies, and a certificate by two chartered accountants that he is well acquainted with the various systems of book-keeping, and the method of preparing and auditing the accounts of joint-stock undertakings. Any person acting as a director without complying with the requirements of the Act, is liable to imprisonment. A lot of "guinea-pigs" on Hongkong boards will have to climb down if the law is extended to the Crown Colonies—and it ought to be.

THE Merritt Wrecking Company's steamer *Rescue*, with Capt. Demarest and a crew of twenty-five men aboard, left New York June 11 on its way to Cape Henlopen to search for a large amount of treasure which is supposed to be buried in the hold of the sunken British sloop-of-war *De Brak*. The *De Brak* was sent to the bottom by a squall on May 25, 1799, when proceeding to join the British West India squadron to take part in the war against Spain, and she had picked up a Spanish vessel and the gold on her way. The English Government has wanted to search for the fortune on several occasions, but the United States has always claimed it, because it is supposed to be reclining upon American sand. In 1880 the National Government contracted with the International Submarine Company of New Haven, giving it the exclusive right to carry on the search, and that concern secured the services of the Ocean Wrecking Company of Philadelphia and the Merritt Wrecking Company of New York to do the work.

A CORRESPONDENT writes from Szechuan to our Shanghai morning contemporary:—"The normal quiet of our life in this out-of-the-way corner of the 'Far West' is just now a little disturbed by the news from Luipoting, a place some 520 li still farther west. It appears that the 'Man-ut' from the surrounding hill country have assembled at the city named and begun ravaging the villages and isolated places, owing to a scarcity of food in their own villages. The local authorities at Luipoting were unable to cope with the difficulties of the situation, and are in a state of alarm, while the roads to more distant points are in the hands of the aborigines. Some three hundred soldiers from the provincial capital have passed through Suifu's route to the 'seat-of-war,' and as many more are to come up from Yunnan. The officials are very strict in regard to these 'Man-ut' districts and have prohibited foreigners from entering them, as far as they can do so. In all other respects we move freely and quietly with little to vary the monotony of our isolated life. Mr. Pratt and his colleagues passed through Suifu a few days since on their way to Tachienlu, having made a pleasant run from Chang. A rival boat, in charge of a native, followed soon after, also bound westward.

CAPTAIN Jorgensen, with his companion Nelson, arrived at Albany, Northern Territory, on the 3rd ult. after a marvellous voyage in the lifeboat *Storm King*. They left London on September 12th 1889. The dimensions of the boat are—length, 30ft; depth, 4ft 6in; width, 8ft 6in; capacity, 6 tons. A heavy gale was encountered off the Bay of Biscay. They landed at Madeira on October 1st, and remained there a few days; left Madeira for Pernambuco, where they arrived on the 21st November. There they stayed two days, and left again for Cape Town, arriving there on March 1st. Here they stayed six weeks, recruiting after six months at sea. After leaving the Cape, when south of Madagascar, in lat. 40, the *Storm King* encountered a cyclone, or to which the frail craft came safe and sound, strengthening the skipper's belief in the soundness of his vessel. A second cyclone was met with just after 7 p.m. on the 11th, which was the Cape and Lewis barque *Adam Spers* bound for Melbourne. A heavy gale was encountered off Cape Lewis. Land was sighted at midnight on the 1st July. To add to the difficulties of the cruise, the chronometer stopped on June 1st, and the watches on board had also stopped previously, so that Captain Jorgensen was unable to work the longitude, and from there to Albany the course was worked by dead reckoning. The boat is constructed in three sections and could be lengthened if required.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. A. G. W. Allen, Acting Judge.)

A CONTRACTOR'S CLAIM.

Ling Ahng, contractor, sued the Hongkong Brick and Cement Company for \$900.35, for labor and materials.—Mr. Wilkinson appeared for the plaintiff, and Mr. Hastings defended. Mr. Wilkinson said that the claim was for the balance of an account for the building of brick-kilns at Deep Water Bay, and for extra work done. The contract was entered into in September 1887, \$1,450 being the amount fixed for erecting the kilns and removing a bungalow. Various allowances were made for work not detailed in the contract, but only \$1,000 paid, leaving a balance of \$900.35.

Plaintiff stated that he made the contract with Mr. T. Orange, to build a chimney and two kilns and to remove a bungalow. He began the work the following month, and \$90 was allowed for excavating the foundations. \$337 were also allowed for putting in a concrete foundation, and \$11 for getting red earth from Hongkong, to make mortar. The work was finished early the following year, and \$1,000 were paid on account. When he applied to Mr. Orange for the balance that gentleman told him that the Company had no money, and asked him to "take it out in bricks."

Cross-examined—Mr. Walker wrote at the same time complaining that the work was not satisfactory. There was no clause in the contract that witness should pay \$5 a day if the kilns were not finished within a month. The kilns fell down afterwards, through having been built according to the orders of the defendant's representative.

Plaintiff's foreman gave corroborative evidence. Mr. Hastings, for the defence, said that the Company never took over the kilns, on account of their defective construction, but claimed damages for non-fulfilment of contract, and the penalty of \$5 a day.

The evidence of Mr. A. Johnston, taken on commission, was read. It strongly condemned the workmanship of the kilns, and assessed the loss to the Company at \$400 or \$500.

Mr. Orange (of the firm of Danby, Leigh, and Orange) confirmed this opinion.

Mr. Walker, secretary to the defendant Company, described the workmanship of the kilns, and said that the kilns fell down shortly after being completed. Notice was given to the plaintiff to re-build them, and as he did not comply the Company did the work at a cost of about \$500.

Mr. Hastings and Mr. Wilkinson having expounded the law according to their lights, His Lordship said that he did not see how the defendants could set up a counter-claim, but he did not think plaintiff had fulfilled his contract, or had done the work in a proper way, as he ought to and could have done. He had no claim—indeed he had had about \$600 too much. Judgment for the defendants.

THE FATAL EXPLOSION AT STONE-CUTTER'S ISLAND.

Mr. Wodehouse continued the inquiry at the Magistrate's this morning into the circumstances attending the death of the Sikh constable who was suddenly killed at Stone-cutter's Island on the 24th ulto., by the explosion of a shell which he was driving into a piece of wood as a wedge, for the purpose of splitting it into firewood.

Charles Arbuthnot, Major of the Royal Artillery Commandant, said it was his duty to be acquainted with the storage and use of ammunition. The fragments of the shell produced appeared to be the remains of an exploded 6lb. Hotchkiss. On Stone-cutter's Island his men had a large number of such shells which were kept in boxes, containing eleven in each. They were stored in houses, and kept under lock and key. The whole of the shells were under the immediate charge of a District Gunner. Last October the Hotchkiss shells were sent over to the island, and the number was recorded in a register. A number of them had been used from time to time and a record of them kept on each occasion. When taken out of the store for practice an entry was made in the register of the number fired. The number issued was in accordance with the number of rounds ordered to be fired off by the officer commanding the battery. The officer in charge of the shells was, however, not aware that the number fired off was in strict accordance with the instructions of his superior officer. It would be impossible for less shots to be fired off than were officially noted at the time of practice, so that it would not be possible for any shells to be left on the beach after target practice had ceased. The District Gunners might at any time deliberately steal a shell if they desired to do so, either at the time of practice or any other time. The register books had not been specially examined with a view to ascertaining any discrepancy which might lead to elucidation in the present case. The Master Gunner had checked over the entries up to, and on, the 7th ulto., when all was found correct; but the witness thought it would be better to have a special check of the registers in connection with this case. The point on the portions of the shell exhibited appeared almost worn off by age. The Royal Artillery shells had black glossy paint on them, but the pieces of one produced had no signs of such paint. From the nature of the fuse used in such shells it was almost impossible that it could have exploded without having been previously fired, because there was a roughness which acted as a pellet, and which acted as a pellet inside the misale. The end of the needle was not entirely encased in lead, the end of it rested against the base of the plug. During the flight of the shell the lead was forced back against the base of the needle, leaving the point exposed. The whole was then thrown forward and the needle's point would pierce a thin disc of brass, and enter the detonating composition. The roughened needle was about half an inch in length and incased in a small quantity of lead, the object of the lead being to protect the needle and to act as a pellet. There were several of these pellets in a cartridge. It was his opinion that no blow would be sufficiently powerful to explode the shell unless the detonator was first set in motion—more, simple concussion would not be sufficient. Possibly the jarring caused by a succession of heavy blows might shake the needle loose and cause it to go off. Witness, however, would not say it could be so, as he thought it very doubtful. He had been informed by officers competent to form an opinion, that it was practically impossible for a shell to explode owing to mere concussion. For these reasons he believed that the shell in question must have been previously fired off. He did not think it could have ricocheted on to the island; for, had that been so, it would have exploded as soon as it struck the shore; but it might have fluttered along the top of the water and fallen lightly on the sand. The 6lb. Hotchkiss shells carried up to 4 or 5,000 yards. His men had been firing at Belcher's fort lately. From Belcher's Bay his men aimed about 1,500 yards to the south of Stone-cutter's Island. Witness thought it quite impossible for the shell to have ricocheted such a distance as 1,500 to 1,800 yards. The Royal Artillery had only been in possession of 6lb. shells since October, 1889. Prior to witness's arrival, in February, officers had been conducting practice from Belcher's in all probability.

His Worship then said he would like to know the result of the "special" examination of the registers of shells at Stone-cutter's Island; meanwhile he would adjourn the inquiry until Saturday, when the Master Gunner could appear.

A SOLDIER CHARGED WITH MANSLAUGHTER.

Alexander Leslie, private of the Argyll and Sutherland Highlanders, was charged before Mr. Wodehouse at the Police Court, yesterday, with wilfully and maliciously causing the death of Wong Ahng, a Chinese cool

Michael Thomas Yarr was then called and said:—I am a surgeon of the Army Medical Staff. On the 1st July, about 11.30 p.m., I was in my house when the ward-master of the casualty ward called me to see a Chinaman who complained of a severe pain in the left side of his body. I went at once. He was in a collapsed condition when I saw him, but recovered considerably when brandy was given to him. I ordered a chair and sent the deceased to the Hospital. By some mistake he was taken back to the casualty ward again, and laid there till the morning when he was removed by the Police to the Civil Hospital. The casualty ward is in my charge. The coolie appeared to be suffering from internal injuries, probably connected with the spleen.

Dr. Atkinson said:—I am Superintendent of Government Civil Hospital. On the 1st instant the deceased was admitted to the hospital about 11.30 a.m. When admitted the deceased was in a state of collapse, his pulse being almost imperceptible. His complaint of a pain in the left side on examination I found a bruise on the skin on the left side and there was evidently a good deal of internal hemorrhage going on, because the mucous membrane of the lips and eyes was blanched. Remedies were administered but they were of no avail, and he died at 2.30 p.m. the same day. I was present at the post mortem examination, which took place at 5 p.m. the following day, the 2nd instant. The examination was made by Dr. Marques. The body was that of a Chinese male adult about 40 years of age. The abdomen was full of blood. The cause of the hemorrhage was rupture of the spleen. The cause of the rupture was hemorrhage from the spleen. The body was in a good and healthy condition otherwise. The spleen formerly, I should say, appeared to be in a healthy condition. It was no larger than normal. The rupture must have been caused by some heavy instrument, but there was nothing visible outwardly except the bruise. A violent kick or blow with a boot might produce that effect. I judge that by there being hemorrhage in the muscle beneath the bruise on the skin. Under ordinary circumstances I should say the deceased might have lived to a good age. All the organs of the body were in good condition. I could not detect that the deceased had suffered from pleurisy, from which he had recovered. I cannot say whether the bruise was the result of one or more kicks or blows. I cannot say from the appearance that a blow from a boot, providing it was a heavy one, would be sufficient.

Li Afo said:—I am a punkah coolie employed at the Military Hospital. On the 1st instant, about 10 p.m. I was pulling the punkah for the patients of the hospital, who were on the second floor. I was seated in the passage. The deceased was asleep in the same passage, about three feet from me. He was lying on the floor. There was one else in the passage and no light. I saw a soldier going along the passage. He was coming from a side way, but I cannot say whence. As he was going along he came to the place where the deceased was and called out to him "Get up, get up." I turned round and looked, and at the same time I saw the soldier give the deceased a kick. The deceased got up and cried out with pain. A number of soldiers got up at once. When the deceased cried out the soldier lifted up his hand to strike him, but the other soldiers prevented him from doing so. The soldier was taken away and sent to the rear of the hospital. I cannot say whether the deceased was drunk or sober. The deceased when kicked called out "Oh" and made signs of suffering great pain. There were five or six soldiers who came out. The prisoner had not to pass me before he got to the deceased and after he kicked the deceased he went on in the same direction as he was going and then passed me. He took no notice of me. He went on the distance after passing me and turned a corner. The deceased was crying all the time and the soldier turned back and passed me again. He went up to the deceased and lifted up his hand to want to strike him. The deceased at the time was standing up, with his hands on his left side. He stood on the spot where he had been previously lying. The passage I speak of is the verandah, and faces Queen's Road. At one end of the verandah there is a staircase. I sat on the verandah to pull the punkah, my face being towards the walls of the rooms and my back facing towards the west. I sat at the west end of the verandah. I sat at the west end of the verandah. There were some buildings at my back, but they were some distance away. The deceased was lying between me and the railing, a little to the west of me. The soldier came towards me from the right. He came through a door that leads to the stairs. He was alone until the other soldiers came owing to the deceased shouting out. The soldier was going towards the harbour on the west side of the building. The soldiers who were aroused came out from the south side of the building. I did not notice any soldiers come out from the west side of the building.

His Worship, at this juncture, decided to adjourn the case until this afternoon pending the production of a plan of the building in which the fatal assault occurred. At the hearing this afternoon Mr. Caldwell appeared for the defence, and the following evidence was taken. The Court was densely crowded with soldiers. Li Afo was recalled and said:—When I said I had my back to the west I meant that I was in the rear of the house. The deceased was also on the west verandah and on my right-hand side. The soldier who gave the kick came from my right-hand side. After giving the kick he passed me and went to the end of the verandah. The last time I was here I did not say it was on the fourteenth of the 6th moon. It is quite true that the deceased was on the 16th of the moon. I said 16th because I meant the following morning. I did not know the name of the deceased. He was a punkah coolie. It was my duty to pull the punkah the first part of the night and the deceased was lying down on the verandah asleep and had a coat on. His head was towards the harbour and his feet towards Queen's Road. He was not cross-ways on the verandah as he was lying length-ways. I saw the prisoner wearing boots. It is quite true that the prisoner came from the Queen's Road and kicked the deceased and then turned the corner at the harbour-side end of the verandah. I have been two years in Hongkong. I know very little English. I heard the prisoner say to deceased "get up, get up!" I have often heard that expression before. There

were no lamps on the verandah. I can read the clock. When the prisoner went away he did not stop five minutes. It is a confusing case; I can't say exactly how long the soldier was away round the corner before he came back. It is impossible for me to say exactly how many minutes it was, for the people were aroused and there was a good deal of confusion. I am perfectly positive that he was not away five minutes. The prisoner's head was wagging from side to side. I noticed it particularly. The deceased jumped up and cried out before the prisoner passed me. The prisoner was going towards the latrine when he went round the corner of the verandah. I did not go to see if there were any other soldiers at the harbour end of the verandah and did not turn round the corner way at all. The prisoner threatened to kick me with his fist when he returned after going round the corner. I continued pulling the punkah after the assault. I saw the prisoner coming back round the corner towards the deceased and his head was wagging as before. The prisoner was wearing a singlet and trousers. I feel sure it was a singlet because it fitted close to his body. If prisoner had been placed among about 200 men, soldiers, I could not have picked him out. When the prisoner returned there were four or five other soldiers at the other end of the verandah. I am sure the prisoner had boots on when he came back, at least when he passed me. He certainly had boots on. After the deceased was kicked, I turned up to see if he had fallen down. After receiving the kick the deceased went elsewhere to sleep. Between the time of the assault and the appearance of the other soldiers the deceased had gone elsewhere to lie down. I was seated about five feet from the wall and behind me and contiguous to my back there were the verandah railings. I was, in fact, leaning against the railings. I think the verandah is about five feet wide, but do not know exactly. I did not say that the prisoner passed behind me. The deceased was lying against the railings on my right-hand side with his head towards me. I turned up to see if he had fallen down. I went up to raise the string so that the prisoner could pass after he had assaulted the deceased. Witness, on being tested as to the length of time prisoner was absent away, indicated that it was about a minute.

Sgt. Clarke, of the Medical Staff Corps, said that on the night in question, when he went the rounds, he found two of the three sentries asleep. Thinking he detected the smell of liquor he went down to the guard-room, and obtained a file of men. They searched the ward and found the prisoner, who was the third sentry, asleep on a bed. He was drunk, and witness sent him to the guard-room. Afterwards he saw the coolie who had been kicked, and asked if he knew who had kicked him. He replied that he could not tell, as he was asleep at the time. Witness sent him to Hospital.

Cross-examined—Prisoner was too drunk to be able to find his shoes when witness aroused him, and he also fell down. On a previous occasion prisoner was injured, by falling over a verandah, witness believed. Deceased walked from the Barracks to Blue Buildings—he seemed quite able to walk. Dr. Yarr examined him, and ordered him to be sent to the Chinese Hospital. He went into a room and went off by himself. Early next morning witness saw him sitting on the step of the Casualty Ward, Wellington Barracks. He seemed to be in pain, but pretty lively. Witness did not know how he got in, but the sentry ought to know. Witness sent out for a policeman to take him away, as he was disturbing the patients. Ultimately, some time before nine o'clock—witness reported the matter to Inspector Swanton, who sent a *laskung*. Deceased had then been put on a reclining chair, and by Dr. Yarr's orders an ambulance was sent for, as the man was too far gone to go. Private Hudson—I was on sentry with the prisoner on the night in question. The prisoner was on guard in the Lunatic Ward. About 10.30 he said to me "I'm going to the rear," and about two minutes later I heard a row on the verandah. I went out to see what it was, and saw a Chinaman kneeling on the ground, moaning. I learned that someone had assaulted him. The prisoner was then standing on the verandah, and at my suggestion went to his bed. He was only away two minutes. The enquiry was then adjourned until Friday afternoon.

TONGSHAN NOTES.

12th July, 1890. "Shan," in this connection, should be taken in the sense of hill rather than mountain, and that not a very large or high one. The mining works of the Chinese Engineering and Mining Co. are situated near the base of these hills, and some of the coal is taken from under them. New mines are being opened farther to the east, by which point the railway will run to the coast, and a rain storm visited this place, which tested the quality of roofs severely. The various grains are looking well, and give promise of a good autumn crop. The more advanced suffered considerably from the force of the wind, but from this they will recover. Considerable indigo and opium are raised about here. Trees are scattered about the country enough to break the monotony of the plain, and add picturesque to the village scenery. The fields are also covered with growing grain, and altogether the scene which greets the eye is attractive and restful to the weary office worker. —*Chinese Times*.

FOOCHOW.

2nd August, 1890. The losses incurred by tea men have indeed been very disastrous; in fact, we are told they compare with those of last season. The owner of only 2000 half-chests has lost on its sale fully \$9,000. The following are the tea cargoes of each steamer as per consignee's returns since our issue of the 26th ultimo:—
For London:—
Diamond 168,892 lbs.
Dunlopshire 336,101
Glenlyon 412,125
For Hongkong:—
Glenlyon 12,842
For Coast of Europe:—
Diamond 15,031
For Queensland Ports:—
Tarlar 293,782
For Sydney:—
Tarlar 641,915
For Melbourne:—
Tarlar 1,206,346
For Adelaide:—
Tarlar 16,336
A very serious disaster is reported from Fenchow, caused by the heavy rain that took place on the night of the 14th ult., and which flooded the village to such an extent that only part of the roofs and was so sudden that hundreds of lives were lost. It is stated that the water burst out in different parts of the hills in such quantity that it did not take more than half an hour to flood the whole of the lower part of the village. The wreckage of houses, trees, and numerous coffins, as reported in our issue of the 15th ult., came no doubt from this place. —*BBH*.

Intimations.

EMPIRE PALE ALE **EMPIRE XX STOUT.**

JUST TO HAND, A FULL STOCK OF THE ABOVE, IN SPLENDID CONDITION.

THIS justly favorite Beer is rapidly superseding all English and German Beers in China, Japan, and the Straits Settlements, owing to its absolute purity and the entire absence of Chemicals.

VIDE ANALYST'S REPORT.

EMPIRE EXTRA XX STOUT.

As supplied to the Hospitals and Infirmarys. Strongly recommended by the Faculty for its strengthening properties and adaptability for hot climates.

IN BOTTLES AND CASKS.

Plants	per dozen	\$ 1.50
Quarts	per cask	6.00
9-Gall Cask	per cask	10.00
Plants	per dozen	1.60
Quarts	per cask	2.60
9-Gall Cask	per cask	6.50
18-Gall Cask	per cask	12.00

SOLE AGENTS.

HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ & Co., Ltd.)

Hongkong, 29th July, 1890.

PIANOS ON HIRE. **A. HAHN.** **PIANOS FOR SALE.**

PIANO-TUNER AND REPAIRER.

MUSICAL INSTRUMENTS, &c. **TOYS & FANCY GOODS, &c.**

ONE BOUDOIR GRAND PIANO, especially built for Hongkong, with latest improvements and the "resonant" iron-frame. Beautifully rich and sweet in tone.

Hongkong, 1st August, 1890.

No. 2, PEDDER STREET. [1126]

KIUKIANG.

(FROM A CORRESPONDENT.)

With reference to the occurrence mentioned in your issue of the 9th instant, I understand the corpse of the deceased tenant of the Roman Catholics is still lying in the godown in this port and that the assistant will meet with severe treatment if he falls into the hands of the enraged people. This incident will increase the already great unpopularity of that religious body in this neighbourhood. Wherever one goes in all this country around they are spoken against, for various reasons.

The Imperial Customs are building a bungalow on the Lu Hill, 8 miles from here. A number of men, especially of the out-door staff, have had to go away from this place, being unable to stand the climate. One within the last couple of months only left Kiukiang just in time to escape death at the port; he died a couple of days after arriving in Shanghai. Kiukiang has a reputation for heat, but the majority of the residents enjoy good health, except now and again a little malaria. The new bungalow is being erected in a delightful spot. Not the least of the benefits to be obtained by a short stay there will be a bath in a pool twenty odd feet long and six feet deep, supplied by a mountain stream of clear cool water.

The new magistrate is making a name for himself. He has been so far more vigorous than his predecessors. The former magistrates would protect lawsuits for years, until finally the entire property of the litigants was swallowed up and they had no more to stop. The present Hsien Kuan settles a matter up in a day or two. People fear to go to him unless they have a good case, and the consequence is that lawsuits have very greatly decreased. The present incumbent is following in the steps of the great Admiral of the Yangtze, Sen Yu-lin, recently deceased, in parading the streets in disguise both at day time and at night. As a consequence, the opium shops have closed earlier than was their wont. Instead of keeping open all night they close shortly after nine o'clock, but they will soon go back to their old habits unless the Hsien keeps a vigilant eye upon them. Another class of people also feel the power of the magistrate's influence. There are a good many people in the streets who have no home and no property, are generally worthless, and who engage in business on their own account. They are cheap jacks and peddlers who deceive the innocent by palming off upon them all kinds of useless and unsound articles as genuine. The official took several such to the yamen and bamboozled them. It would be a good thing if the officials of China would turn their attention to another class of "professional men" who invade every place and hinder legitimate trade—the beggars, who are a nuisance to everybody. Shopkeepers and traders are afraid of them and are powerless to help themselves. The beggars levy blackmail upon the whole street, and all submit to the tax. Were the tradespeople to combine together and act in harmony they might rid themselves of this nuisance. —*N. C. Daily News*.

BANGKOK.

2nd July, 1890. We hear that Mr. Iwy returned from Rahang and his ruby mine on July 19th. Some people say that he has some rubies, but it is hard to tell just where he got them. We have not seen either Mr. Iwy or the stones, so cannot say anything authentic about them. The color of the rubies is dark to us.

Whilst taking our customary stroll around Bangkok in quest of news on Sunday last, we suddenly came across three private rickshaws, the first of which contained His Majesty's King, in midst, and the other two, some of Siam's most prominent Princes. His Majesty was evidently taking a quiet look round, without any ostentatious trumpeting to herald his advance, and as such private inspections of the city and its surroundings cannot but add to the prosperity of Bangkok, besides materially tending to keep the local authorities on the *qui vive*, we trust he will continue his peregrinations, at short intervals, to all parts of the city.

The depredations of the anti-thieves of Malay extraction, whom the Siamese police seem to think cannot be arrested without a warrant from the British Consulate, and who are not restricted in the possession of fire arms, are getting a little too prominent. An artillery man belonging to Pra Ban Lu's battery, whose home is at Sam Sen, and who was sent to the aid of a proprietor of bullocks to help him resist the thieves at Ban Pan, in See-Kook river, July 18th, was shot through the elbow of the left arm. He was taken to the Wang Laag Hospital, where the arm had to be amputated. This was done by the physicians under the direction of Dr. Yarr, the Inspector General, the other day, and the patient is in a fair way to recover.

The red funnel of Jardine, Matheson & Company's steamers has made its appearance in Bangkok at last, as was noticed by the arrival of the *Pura Sang* from Hongkong, and her departure with a cargo of rice. The scarcity of this article in Japan and the shipments from China thence, may account for the presence of one of Jardine's vessels here, though it is hard to tell where this enterprising and well-known

firm will stop when they begin anything. The China & Manila Steamship Co. deemed they had a monopoly of the trade in their line, but it did not take long for Jardine's red-funnels to cut in when they saw a chance for profitable trade. It is not unlikely that a similar case may occur in Bangkok if the steamers of the regular lines are withdrawn too often, or not advertised.

The Public Works Department has undertaken a task which, when finished, will be of infinite value to the upper part of Bangkok in the way of transforming its character, and developing its trade facilities. A new public road, 23 metres wide, is to be opened from the Palace Road, across the Klongs, all the way to Sam Sen. This will afford good opportunities for suburban residences, with facilities for rapid communication with the city, in a very desirable locality. The river bank in the neighborhood of Sam Sen will then be available for new saw and rice mills. We hear that the construction of the new road is to be undertaken at once, as the Government has appropriated the sum of 2,500,000 (\$125,000) for the work.

One of the most important matters to be shortly taken in hand by the Siam Government is the re-organization of our present Police force. His Majesty, we hear, is determined to have the police system improved and with that end in view the proper authorities have lately held several meetings, at which police matters were much discussed. Our views on this important subject are so well known that we need not reiterate them here, but we would once more impress upon those who have the reorganization plans in hand the urgent necessity of having a man at the head of the new Force who knows something about police duties, and has had experience of such matters. Playing at Superintendent or Inspectorship is out of date, and Siam has had its fill of such men. What we now require is a capable head Superintendent who knows his business, and will be given sufficient scope, freedom and support so as to have his orders strictly carried out. We might, if we chose, point to one now in Bangkok who we believe is eminently fitted for such a position, but as we might be accused of favoritism we withhold his name.

A serious fire occurred in the Wat (Siamese temple) at Dock Mal on Saturday morning last, whereby half the building was burnt to the ground. It appears that shortly before 5 a.m., a priest was going through his morning prayers preparatory to starting out, as usual, to obtain his daily store of food in the customary manner, when he accidentally knocked down a lighted taper which, falling on some tinsel decorations, quickly ignited the dry wooden floor, and before assistance could be procured from outside the flames from the floor were extinguished, but ten minutes later the roof was also seen to be burning, and the fire spread rapidly from the floor to the roof and as several priests who had been standing on the top to help to extinguish the flames had not yet descended, they were in great danger. There was of course a general stampede among them, but the flames spread with great rapidity the roof soon fell in, carrying with it five of their number, who unfortunately could not get off quick enough. With the exception of some slight bruises and burns they all, except one, miraculously escaped. The unfortunate one had his leg broken, and was severely burnt on the side before he could be rescued. —*Bangkok Times*.

Today's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ZAFIRO."

Captain Cobban, will be despatched for the above Ports, on SATURDAY, the 9th instant, at 4 P.M.

For Freight or Passage, apply to **RUSSELL & Co., General Managers.**

Hongkong, 6th August, 1890. [1149]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).

THE Company's Steamship

"DEVAWONGSE."

Captain P. H. Loft, will be despatched for the above Port, SUNDAY, the 10th instant, at 8 A.M.

For Freight or Passage, apply to **YUEN FAT HONG, Agents.**

Hongkong, 6th August, 1890. [1147]

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Hongkong, 6th August, 1890. [1147]

HAUENSTEIN'S FAMILY HOTEL with BILLIARD-ROOMS and BOWLING ALLEY.

This popular Hotel is admirably situated on the island of Koolangsoo.

For further particulars, apply to **N. MOALLE.**

Amoy, 4th August, 1890. [1146]

Today's Advertisements.

THE GREATEST NOVELTY TRAVELLING IN THE EAST.

KLAER AND OLMAN'S CIRCUS

AND

TROUPE OF PERFORMING ANIMALS.

HAVING arrived here, will give a limited number of Performances in their New Elegant, Well-ventilated, Illuminated and Comfortably arranged Pavilion, which is erected at BOWRINGTON.

The Company consists of **GYMNASTS, CROBATS, JUGGLERS, EQUILIBRISTS, WALKERS, ROPE AND GLOBE PERFORMERS.**

LADY DANCES AND GYMNASTS.

In conjunction with **A STAR TROUPE OF PERFORMING ANIMALS, HIGHLY TRAINED PONIES AND WONDERFULLY CLEVER EDUCATED DOGS AND MONKEYS.**

OPENING PERFORMANCE

THIS EVENING, 6th August, 1890.

Doors open at 8; Commence at 9 o'clock.

Weather Permitting.

PRICES OF ADMISSION:

Dress Circle (Carpeted Seats).....\$1.00
2nd Class (Carpeted Seats).....0.50 Cents
3rd Class.....0.25
Children under 12 years of age, half price to 1st and 2nd Classes only.
Soldiers and Navy, in Uniform, half price to 2nd Class only.

SPECIAL MATINEE.

SATURDAY AFTERNOON, 9TH AUGUST, at 4.30

Doors open at 3.30 P.M.

Our Matinees arranged entirely to suit and amuse the rising generation never fail to attract and delight every child in town. (Parents and guardians please note this.)

Servants in charge of children pay the same prices as the children for Matinees only.

Performance every Evening, (Sundays excepted) at 9. Doors open at 8.

Seats may be reserved and Tickets obtained at the Circus Office on the day of performance from 9 to 12 A.M. and 3 to 5 P.M.

I. OLMAN, Business Manager.

Hongkong, 6th August, 1890. [1144]

THE BALMORAL GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Victoria, in the Colony of Hongkong, at 3 o'clock p.m., on THURSDAY, the 21st day of August next, for the purpose of considering, and, if approved, of passing the following Special Resolutions:

- That the Capital of The Balmoral Gold Mining Company, Limited, be increased from \$100,000 to \$150,000 by the creation of Three Thousand New Shares of \$50 each, to be fully paid up.
- That the said New Shares be, in the first instance, allotted to those Shareholders whose names shall appear on the Register of Shareholders of the said Company on 1st day of September next, (and who shall on or before the 15th day of September next, apply for the same to be allotted to them), in the proportion of one New Share for every five Old Shares held by them, but that no Shareholder shall be entitled to claim that any fractional part of any New Share be allotted to him.
- That all New Shares not applied for by such Shareholders within the time aforesaid be disposed of and allotted by the Directors in such manner as they shall think fit.

K. A. STEVENS, Secretary.

Hongkong, 6th August, 1890. [1145]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY,

the 11th August, 1890, at 2.30 P.M., at his Sales Rooms, Queen's Road, SUNDAY LAW BOOKS

and

One IRON SAFE and STAND.

Catalogues will be issued.

TERMS OF SALE—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 6th August, 1890. [1148]

TO LET.

HOUSES at the Peak and at Belilios Terrace.

ROOMS in Beaufield Arcade, GOWDONS in Duddell Street, BUNGALOW, Delmar, Yow-ma-ti.

Apply to **BELILIOS & Co.**

Hongkong, 6th August, 1890. [1150]

THE SHAMFEN HOTEL AND LAND COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that at a Meeting of the Directors of this Company, held THIS DAY, a FINAL CALL OF FIVE DOLLARS per share, was made upon all the Members and that the same is payable to the undersigned, at the Registered Office of the Company, 3, Beaufield Arcade, on or before THURSDAY, the 21st day of August next.

It is further notified that all shares not fully paid up on the 1st day of August shall in accordance with the Company's Articles of Association be forfeited and legal proceedings taken to enforce payment of all calls, instalments, interests, and expenses, owing upon or in respect of such shares at the time of the forfeiture.

By Order of the Board of Directors,
J. A. BARRETTO, Secretary.

Hongkong, 29th July, 1890. [1104]

THE SHAMFEN HOTEL

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the "River Steam Wharves," is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally, will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Milk, Liquors, etc., of the best quality only.

C. BOND, Manager.

Hongkong, 1st July, 1890. [1047]

NOTICE.

THE HONGKONG ICE COMPANY, LIMITED.

IN accordance with the provisions of No. 104 of the Articles of Association, the General Managers have this day declared an INTERIM DIVIDEND for the half-year ended 30th June, of eight per cent. upon the paid up capital.

Dividend Warrants will be issued to Shareholders on FRIDAY, the 8th August.

THE TRANSFER BOOKS of the Company will be CLOSED from the 27th July until the 8th August both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 29th July, 1890. [1099]

Intimations.

NOTICE.

THE remaining portion of the Cargo in the wreck of the "YANGTZE" having been sold by Auction at Shanghai for Tls. 1,510—Shippers of Cargo by her are hereby requested to send to the Undersigned particulars of their goods and value thereof, in order that the said proceeds may be divided amongst the parties interested, in proportion. If not received on or before the 16th inst., the statement will be made up in the best way possible from the particulars then in hands and the proceeds distributed accordingly.

SIEMSEN & Co.,

Hongkong, 5th August, 1890. [1137]

HONGKONG JOCKEY CLUB.

A MEETING OF SUBSCRIBERS to the

Subscription Grifta List for the RACE MEETING of 1891 will be held in the Hongkong Hotel on FRIDAY NEXT, the 8th inst., at 4 P.M., to make final arrangements for the terms of purchase, etc.

E. H. GORE-BOOTH,

Clerk of the Course.

Hongkong, 2nd August, 1890. [1129]

HONGKONG JOCKEY CLUB.

THE SUBSCRIPTION GRIFTS.

MEMBERS of the Jockey Club desiring to

subscribe for Subscription Grifta for the RACE MEETING of 1891, are requested to send in their names to the Undersigned on or before FRIDAY, the 8th inst., at NOON.

E. H. GORE-BOOTH,

Clerk of the Course.

Hongkong, 2nd August, 1890. [1130]

THE DARVEL BAY TRADING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Darvel Bay Trading Company, Limited, will be held at No. 9, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the 19th day of August, 1890, at NOON, when the subjoined Resolution, which was passed at the Extraordinary Meeting of the Company held on the 4th day of August, 1890, will be submitted for confirmation as a Special Resolution.

RESOLUTION:

That the Company be wound up voluntarily under the provisions of the Company's Ordinances 1865 to 1886, and that Frederick Alexander Alfred Busing Brockelmann and Ernst Richard Fuhrmann be appointed Liquidators of the said Company with liberty for each of them solely to exercise all the powers of the joint Liquidators.

Dated 4th day of August, 1890.

REUTER, BROCKELMANN & Co., General Managers.

[1139]

NOTICE OF 4TH CALL.

LABUK PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the 4th CALL of \$10 per Share on the 4,000 Shares numbered 1001/5000 is payable to the Hongkong and Shanghai Banking Corporation on or before the 26th August, 1890, and calls not paid on said date are liable to pay interest at the rate of 12 1/2 % per annum.

THE TRANSFER BOOKS will be CLOSED

from the 16th to the 26th August, 1890.

LABUK PLANTING CO., LD.,

TURNER & Co., General Managers.

Hongkong, 28th July, 1890. [1096]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 3 1/2 % (One Dollar and Seventy-five cents per Share) for the 6 months ending 30th June, 1890, will be paid to those persons who are registered as Shareholders in the above Company on MONDAY, the 11th August, 1890.

THE TRANSFER BOOKS will be CLOSED

from 11th to 18th August, both days inclusive.

By Order,
EDWARD OSBORNE, Secretary.

Hongkong, 2nd August, 1890. [1131]

THE CHINA SUGAR REFINING COMPANY, LIMITED.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of 4 per cent. for the half year ending 30th June, 1890, on the paid up Capital of the Company.

Dividend Warrants payable on TUESDAY the 19th August, will be issued to Shareholders.

THE TRANSFER BOOKS of the Company will be CLOSED from the 9th to 19th instant,

both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 6th August, 1890. [1143]

NOTICE.

LUZON SUGAR REFINING COMPANY, LIMITED.

IN accordance with the special resolution of 23rd July, 1884, the General Agents have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1890 of Five per cent. upon the paid up capital.

Dividend Warrants payable on the 19th prox. will be issued to Shareholders on that date.

THE TRANSFER BOOKS of the Company will be CLOSED from the 3rd until the 19th August, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 26th July, 1890. [1092]

NOTICE.

THE HONGKONG ICE COMPANY, LIMITED.

IN accordance with the provisions of No. 104 of the Articles of Association, the General Managers have this day declared an INTERIM DIVIDEND for the half-year ended 30th June, of eight per cent. upon the paid up capital.

Dividend Warrants will be issued to Shareholders on FRIDAY, the 8th August.

THE TRANSFER BOOKS of the Company will be CLOSED from the 27th July until the 8th August both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 29th July, 1890. [1099]

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN,
ISMALIA, PORT SAID, MALTA,
GIBRALTAR, MARSEILLES, BRIN-
DISI, TRIESTE, VENICE,
PLYMOUTH, AND
LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA AND
AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR BATAVIA, PERHIAN
GULF PORTS, MARSEILLES, TRIESTE, HAM-
BURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"SUTLEY" Captain G. W. F. Brown, R.N.R.,
with Her Majesty's Mails, will be despatched
from this for LONDON via BOMBAY & SUEZ
CANAL, on THURSDAY, the 7th August, at
NOON.

Cargo will be received on board until 4 P.M.,
on the day before sailing.
Silk and Valuables for Europe will be
transhipped at Colombo; General Cargo
for London will be conveyed via Bombay
without transshipment, arriving one week later
than by the ordinary direct route via Colombo.
Tea will be sent either via Bombay or
Colombo according to arrangement.

For further particulars regarding FREIGHT and
PASSAGE apply to the PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S Office, Hong-
kong.

The Contents and Value of Packages are re-
quired to be declared prior to shipment.
Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bills of Lading.

This steamer takes Cargo and Passengers for
Marseilles.
E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 28th July, 1890.

CANADIAN PACIFIC STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship

"SUSSEX" Captain Holt, will
be despatched for CANADIAN COAST, B.C., and
SAN FRANCISCO, via INLAND SEA, ROBE
and YOKOHAMA, on THURSDAY, the 14th
August, at NOON.

To be followed by the S.S. "STEAMER" 21st
August; "BATAVIA" 4th Sept; "STRAITS"
of BELLE ISLE 18th September; and
"ABYSSINIA" 2nd October.

Connection will be made at Yokohama with
Steamers from Japan Ports, and at Vancouver
with Pacific Coast Ports, by the regular Steamers
of the Pacific Coast Steamship Company and
other Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria (Mex.) \$100.00
To San Francisco..... 100.00
To Montreal, New York, &c..... 200.00
To Liverpool..... 275.00
To London..... 280.00
To other European Ports at proportionate
rates.

Consular Invoices to accompany Cargo des-
tined to Points in the United States, should be
sent to the Company's Office, addressed to
Mr. D. E. BROWN, District Freight Agent,
Vancouver, B.C.

Freight will be received on board until 4 P.M.
on the 6th August.

All Parcels must be sent to our Office and
should be marked to address in full; and the
same will be received by us until 5 P.M. the
day previous to sailing.

For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.

Panama 1st August 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will
be despatched for SAN FRANCISCO, via
YOKOHAMA, and VICTORIA, B.C., on
TUESDAY, the 12th August, at 1 P.M., taking
Passengers and Freight for Japan, the United
States, and Europe.

To be followed by the S.S. "CHINA" Sep-
tember 4th.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, Victoria, B.C., and Portland,
O., to Atlantic and Inland Cities of the United
States, via Overland Railways, to Havana,
Trinidad, and Demerara, and to ports in Mexico,
Central and South America, by the Company's
and connecting Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares:—
To San Francisco..... \$140.00
To Victoria..... 125.00
To European Ports at proportionate rates.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day;
all Parcel Packages should be marked to ad-
dress in full & value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.

Hongkong, 1st August 1890.

Mails.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship

"GAELIC" will be despatched for San Francisco, via
Yokohama, on SATURDAY, the 23rd August,
at 1 P.M.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.

Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan Ports, to
SAN FRANCISCO, VICTORIA, B.C., and
PORTLAND, O., to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embar-
king at San Francisco for China or Japan, (en-
tire voyage) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Passage or
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.

Hongkong, 31st July, 1890.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON WEDNESDAY, the 27th day of August,
1890, at 4 P.M., the Company's Steamship
"PRUSSEN" Captain Reimknecht, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, calling at GENOA.
Shipping Orders will be granted till Noon.
Cargo will be received on Board until 4 p.m.
Specie and Parcels until 3 p.m., on 26th
August. (Parcels are not to be sent on Board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 5th August 1890.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
from the Official Liquidator, to Sell by
Public Auction,

TO-MORROW,

the 7th August, 1890, at 3 P.M.,
at Bowington.

THE PLANT & STOCK-IN-TRADE
belonging to the
CHINESE AMUSEMENTS SYNDICATE,
Comprising:—
SWITCHBACK RAILWAY and CARS.
SWINGS.
SHOOTING GALLERY and BAR.
TICKET BOX.
BAMBOO FENCE, and
100 SPARE STEEL RAILS.

TERMS OF SALE.—Cash on delivery. All
lots to be cleared within two weeks of date of
sale.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 1st August, 1890.

PUBLIC AUCTION

VALUABLE MACHINERY & PLANT, &c.

THE Undersigned has received instructions
to Sell by Public Auction, on
FRIDAY,

the 8th August, 1890, commencing at 11.30 a.m.,
at his Sale-Rooms, Duddell Street.

MACHINERY AND PLANT,
comprising:—
One 12 inch STROKE SHAPING MACHINE,
One 12 inch TURNING & BORING LATHE,
One 25 inch MILL DRILLING MACHINE,
One 12 inch SHAPING MACHINE, One 12
to 16 inch S. & S. LATHE, length of bed 100 feet,
Two SCREWING MACHINES, One 9 inch
HAND LATHE, SUNDRY SMALL DRILL-
ING MACHINES and HAND LATHES.

One Large BRASS TELEGRAPH COLUMN
and DIAL with all necessary gear. One Small
BRONZE ditto, a quantity of JUNCTION,
SPRING, SAFETY, and STOP VALVES,
SALTER'S SPRING SAFETY VALVES,
PATENT HAND BLOWERS, TAPS and DIES,
ANVILS, ASBESTOS ROOFING,
&c., &c., &c.

The above are now on view at my Sale-
rooms.

TERMS OF SALE.—Cash on delivery.

G. R. LAMBERT,
Auctioneer.

Hongkong, 25th July, 1890.

CAPTAIN GEORGE TAYLOR.

INLAND SEA and JAPAN COAST PILOT.

Telegraphic Address: POWERS,
Nagasaki.

Hongkong, 10th April, 1890.

Intimations.

THE
HIOGO HOTEL COMPANY, LIMITED.

(To be registered in Hongkong as a Limited
Liability Company under "The Companies
Ordinances 1865 to 1886.")

CAPITAL.....\$175,000
Divided into 1,700 Ordinary Shares of \$100
each and 340 Founders' Shares of
\$15 each.

TERMS OF SUBSCRIPTION:
For the Ordinary Shares—\$25 on application,
\$25 on allotment, \$25 on the 1st September,
1890, and the balance on the 15th Septem-
ber, 1890. The Founders' Shares must be
paid in full upon allotment.

Founders' Shares will be allotted to applicants
for Ordinary Shares in the proportion of one
Founder's Share for every complete five Ordinary
Shares allotted to them.

The Founders' Shares will not be entitled to
participate in a dividend in any year until 10 per
cent per annum has been paid for the year on
the Ordinary Shares. The surplus profits, after
the payment of such dividend and making such
provision for a Reserve Fund as the Directors
shall deem advisable under the provisions of the
Articles of Association, will be divided equally
between the Founders' Shares and the Ordinary
Shares.

In allotting the Shares reserved for the
different ports, regard will be had to priority of
application.

PROVISIONAL DIRECTORS.
Mr. R. HUGHES. Mr. F. S. GOODISON.
Mr. J. D. CARROLL. Mr. E. H. HUNTER.
Mr. D. B. TAYLOR. Mr. W. E. DRUMMON.

BANKERS.
THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

SOLICITOR.
MR. J. C. CREECH.

BROKERS AND SECRETARIES (PRO TEM.)
Messrs. ABELL & RALSTON.

ABRIDGED PROSPECTUS.

THIS Company is formed for the purpose of
acquiring and carrying on the well-known
and lucrative Hotel business conducted for many
years by the late Mrs. GREEN, and for the entire
nine years by Mr. W. G. JOHNSON, who is now
desirous of relinquishing active participation in
the management, but shows his entire confidence
in the property of the Company by becoming a
large holder of Shares.

The property purchased by the Company is as
follows:—
A piece of land having a frontage to the Bund
of 246 ft. 5 in. and held in perpetuity from the
Japanese Government at an almost nominal
rental. This ground was the first selection made
when the port was opened to foreign trade, and
carries with it the extremely valuable privilege
to use the beach in front of the land for the
length down to low water mark, an advantage
not enjoyed by any lot in the Foreign Concession,
and which effectually secures to the property an
uninterrupted view of the Harbour.

The main building of the Hotel, situated at the
corner of Division Street and the Bund, and in
close proximity to the Hatoba, the usual landing
place for passengers from vessels visiting Kobe.
The building is substantially constructed of stone
and brick, and has recently been repaired and
painted, and contains spacious Bar and Billiard
Rooms, large Dining Room, Bed Rooms, Wait-
ing Room, and extensive accommodation for
baths, &c.—in short, all the requisites of a first-
class Hotel.

Two houses (two stories) adjoining and con-
nected with the Hotel, each containing six rooms.
One house (two stories) separated from the
Hotel by a mud gully now on the property
acquired by the Company, and containing seven
rooms.

Brick and mud Godowns, two two-storied
servants' quarters, and ample store-room and
culinary accommodation, hot-water pressure
boiler, &c., &c.

In the rear, and separated from the main build-
ings by a street or lane, are two plots of ground,
one containing 300 sq. yds. more or less, and the
other 130.85 sq. yds. more or less. These prop-
erties are held for terms of years expiring
respectively on the 18th September, 1900, and the
1st July, 1911, at the annual rentals of 180
yen and 77 yen. These rentals are payable five
years in advance, and the Company will be
entitled to the benefit of any moneys so paid.

On these properties are erected:—
One House (three stories), containing twelve
rooms, with bath-rooms and other conveniences.
One House (two stories), containing eight
rooms and similar accommodation.

One House (two stories), containing four rooms,
used for gentlemen's quarters.

One House (two stories), containing twelve
rooms, used for servants' quarters.

One House containing four rooms and similarly
utilized.

The newly erected and commodious stables,
containing accommodation for five ponies.

In the stables are five excellent China Ponies,
with new saddles, bridles, and all other requisites
for carrying on a lively stable.

In addition to the foregoing the Company will
acquire without further payment the entire stock
in trade, Wines, Liquors, and Furniture, and
reserve stock of Wines, Liquors, Bed and Table
Linens, China, Glass Ware, Cutlery, &c., &c.,
belonging to the Hotel, a large supply of which
has recently been procured. There is also
connected with the business a powerful Steam
Launch, built during the present year especially
for the requirements of the Hotel at a cost of
over \$3,500. This launch is well adapted for
picnic parties, as it contains a lofty cabin capable
of seating 20 persons comfortably, and is designed
so as to withstand stormy weather. The launch
is also included in the purchase.

The Hotel contains for the accommodation of
guests to double beds and single beds. All
the rooms are lighted by electricity, and the main
building is fitted for gas in addition.

The Company will take over the business as
"a going concern" on the 1st October, 1890, and
will therefore be entitled to the profits and be
responsible for the expenses. Competent
observers consider that as a resort for tourists
and residents of India and China compelled to
seek relief from the trying climate of those
countries, the exceptional advantages offered
by Japan have as yet received but little com-
parative attention. The stream of visitors in
search of pleasure or health must to a great
extent pass through Kobe, the shipping and
trade of the port is rapidly and steadily increas-
ing, and all these conditions will combine to
influence the Company's business in a satisfac-
tory manner. The vendor's estimate of the profits
of the business as carried on by him shows
when the saving in rent which will be effected
by the Company is considered, a return upon the
share capital of fifteen per cent. This amount
the Directors feel confident will be exceeded by
the increased prosperity of the Hotel under the
more favourable conditions for successful work-
ing enjoyed by the Company, and the greater
accommodation afforded by the additional
buildings which the requirements of the business
render desirable.

The Company will commence operations
unhindered by any contracts or engagements
of any description whatever. They take over a
well-established and prosperous business, and

Intimations.

one which must command the attention of the
public as a sound and profitable investment.

Applications for Shares should be made on
Forms to be obtained from the Hongkong and
Shanghai Banking Corporation, and forwarded
to the Company's Bankers, together with the
amount of deposit, with, if elsewhere than Kobe,
proof of application and prospectus giving
full particulars can be obtained from the Com-
pany's Bankers in Yokohama, Kobe, Nagasaki,
Hongkong, and Shanghai.

The Subscription List will close for Yokohama,
Kobe, and Nagasaki on the 4th August, 1890,
and for Hongkong and Shanghai on the 13th
August.

Kobe, 21st July, 1890.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-yearly MEETING of
SHAREHOLDERS will be held in the
Office of the Company, No. 14, Praya Central,
on MONDAY, the 25th August, at THREE P.M.

The purpose of the meeting is to receive the Report of the
Directors and a Statement of Accounts to the
30th June, 1890.

THE TRANSFER BOOKS of the Company
will be CLOSED from the 11th to 25th August,
both days inclusive.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, 5th August, 1890.

KUHN & CO.,

JAPANESE AND CHINESE FINE
ART DEPOT.

21 & 23, QUEEN'S ROAD.

Hongkong, 21st July, 1890.

A H F O O K.

SHIPS COMPADORE & STEVEDORE,
PRICES.

Cabin Beef	at 7 cents per lb.
Crew Beef	" 6 " "
Vegetables	" 2 " "
Bread	" 4 " "
Mutton	" 18 " "
Fruits	" 4 " "
Pork	" 9 " "
Fish and Prawns	" 9 " "
Veal	" 9 " "
Fowls and Ducks	" \$3.60 per dozen.
Geese	" 9.00 " "
Eggs	" 80 cents per 100
Stone Ballast	" 40 " " ton.
Shingle do.	" 55 " " "
Discharging Rice	" 5 " " "
Loading General Cargo	" 2 " " "

WING WOO STREET.

HONGKONG HIGH LEVEL TRAM-
WAYS COMPANY, LTD.

SUMMER TIME-TABLE.

To take effect from 1st May.

The CARS RUN between St. John's Place
and Victoria Gap as follows:—

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.
10 to 1 P.M. every quarter of an hour.
1 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.
12 (NOON) to 2 P.M. every quarter of an hour.
4 to 8 P.M. every quarter of an hour.
9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application
to the Superintendent.
Single Tickets are sold in the Cars; Five-Cent
Coupons and Reduced Tickets at the Office.
MACWEN, FRICKEL & Co.,
General Managers.

Hongkong, 30th April, 1890.

A. G. GORDON & CO.,
LIMITED.

ENGINEERS, LAUNCH BUILDERS,
GENERAL CONTRACTORS, GOVERNMENT
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